

ESTABLISHED 1867

SECRET

3.45 p.m. to 11.15 p.m., every half hour.  
**PERSONAL GARS** by arrangement at the Com-  
 missioners, 38 & 40, Queen's Road Central.  
**JOHN D. HUMPHREYS & SON,**  
 General Managers.  
 Hongkong, 1st May, 1899. [2491]



INTIMATIONS

EYE SIGHT.

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international control of joint undertakings. The joint administration of Samoa, for instance, was not an experiment such as the United States would care to try their hand at a second time, nor was the Dual Control in Egypt such an institution as England would wish to support again.

On the whole Lord Salisbary's Government may well be congratulated on the measure. But even more than this, there is, we believe, a general desire on the part of the nation that the Canal should be taken in hand at as early a date as possible, and the United States were certainly in a better momentary position to do this than England.

We have spoken so recently on the probable effect of the scheme on British trade that we need scarcely repeat our words on the subject, but on the whole we believe that it will be an advantage for British trade, and it will introduce in certain lines an increased competition, which will in others prove an incentive to our powers of production.

It is not likely to provoke such a revolution in the commerce of the world as followed the opening of the Suez Canal, and yet for all that it will profoundly improve the position of many of our Pacific dependencies, as well as bring the West Indies into the direct line of the world's commerce.

From all these points of view the Canal cannot but be advantageous to us as a nation, and it becomes a matter of importance that it should be in friendly hands. At all events, even when we are most apprehensive there is common element and a better understanding of our differences between ourselves and the people of the States than prevail between us and any other power.

It is well to remember that it is scarcely more than thirty years since the first line of steamers crossed the Pacific Ocean; even now the lines of steamers are comparatively few compared with those of the other oceans; but with the opening of the Canal another phase of things is certain to arise.

The Pacific is not wanting in fertile islands, whose productions have hitherto failed to reach the markets of the world, because of the difficulty of communication. All this must undergo a change with the opening of the new passage, and as Great Britain already holds in Australia, New Zealand and the Fiji Islands the most important and most productive of the Pacific lands, there is already an assured opening for her enterprise.

But the Trans-Isthmian Canal, it is important to recall, is not the only, nor perhaps the most important, enterprise at the moment occupying the attention of the States, in which English interests are largely concerned.

By her admirable system of ship-canal, Canada has hitherto succeeded in diverting to her own ports the lion's share of the enormous traffic of the Great Lakes; how great is this traffic may be guessed, when we look at the statement that during the last year no less than 20,000 vessels of a capacity of 22,000,000 tons passed through the Sault Ste. Marie Canal from Lake Superior to Huron.

Seventy-five years ago the United States constructed the Erie Canal, leading from Albany on the Hudson to Buffalo, on Lake Erie; and for many years this sufficed for the traffic; but with the growth of steam navigation, and the increased advantages offered by Canada, the stream of traffic eventually selected the Dominion route.

The result of this has been that New York has found its export trade seriously hampered; the Canadian Government has provided a through water-way from Superior to Montreal with a minimum depth of 14 feet, while the Erie Canal only affords passage to ordinary barges.

Governor Roosevelt, of New York, one of the ablest American statesmen of the day, has taken the matter in hand, and is promoting the construction of a deep-water canal from Lake Erie to the Hudson.

The scheme is a formidable one—little if anything inferior to the Trans-Isthmian project; but in the present extension of the State is almost certain to be carried. The distance to be traversed is about 360 miles, and the differences in level are serious, amounting in the present canal to over 600 feet, and the estimated cost is put down at no less than 60,000,000 dollars.

The promoters openly state their object is, not only to make a shorter route from the Lakes to the sea, but to make it entirely through American territory and eventually to turn into American routes and American boats, the vast trade of the Lakes, which now seeks its ocean outlet by way of the St. Lawrence.

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